

Ref: 8594

Selwyn District Council
PO Box 90
Rolleston 7643

Sent via email to: tim.hegarty@jacobs.com

**PLANNING
SURVEYING
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**BASELINE GROUP
CHRISTCHURCH**

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13/11/2024

Dear Tim

RC245337 FURTHER INFORMATION

This letter is in response to the Request for Further Information for the above consent application received by email and dated 14/10/2024. The information provided follows the numbering of the RFI:

1. *Noise Assessment*

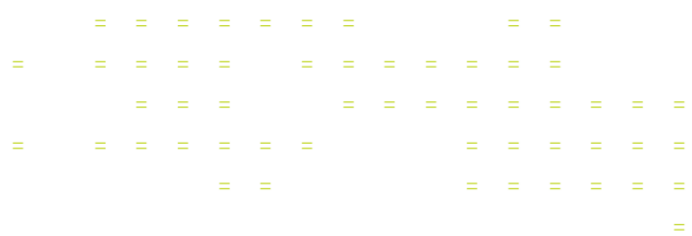
It appears that if the sliding doors on the western face of the building are open during services during the night-time period, noise levels could exceed the 45 dB LAeq night-time limit at dwellings such as 861 and 875 Waterholes Road. Please provide comment of this scenario, including the likely noise level of effects and whether any conditions are appropriate to ensure this doesn't occur (i.e., no doors open during services during night-time hours). Similarly, during the daytime period, when doors and windows are open during services, noise levels at sites (such as 875 and 861 Waterholes Road) could be some 10 – 12 dBA higher than predicted in the acoustic assessment. Please provide comments on the likelihood of this occurring, the related adverse effects and sites affected.

Response: The proposed building will be mechanically ventilated, doors and windows are not opened during activities/services. The applicant is happy to accept a condition of consent to this effect.

2. *The Application mentions that up to 290 people could be present on the site during weekend services. Experience with similar sites has been that noise generated in outdoor areas (for example from children playing and people conversing) can contribute to overall noise effects from the activity. Please provide further discussion be provided on the likely noise effects / levels produced from activities in outdoor areas (i.e., the community garden, or decks). Please detail what conditions are offered to address these effects (i.e., an NMP outlining best practice measures to minimize noise effects, such as the discouragement of large congregations of people in outdoor areas, no outdoor music, limitations on PA systems etc).*

Response: It is difficult to compare experiences between similar sites without specifics. However, the applicant can accept a condition of consent to prepare a Noise Management Plan to manage large scale events. The application can accept a condition of consent to manage the number of people on-site at any one time. There is no outdoor music or outdoor PA system required or proposed. It would be inaccurate to attribute the activities as anything more than practices aligned with devotion for religious purposes, ethics and service to humanity.

3. *Please provide further detail on how crowd numbers will be controlled for both the weekend services and special events given the potential for increased adverse effects arising larger crowd sizes.*



Response: The activities will primarily occur indoors and the traffic and noise assessments provided have concluded the effects will be less than minor. The number of people to the site would be limited to the capacity of the building for fire regulations. A noise monitoring condition could also be imposed. The activities are primarily ones of congregational worship, prayer, meditation and community building, a place for expression of a shared faith and the noise generated will be commensurate with this. It would be inappropriate to set parameters around this beyond standard health and safety measures.

4. *Please provide further detail regarding the four special events. Are these likely to involve different noise generating characteristics (for example outdoor music) or involve different operating times? Are higher volumes of traffic likely during the night-time period?*

Response: For the four special events, again no outdoor music is proposed. The operating hours of these events may vary but would primarily occur during daytime hours (i.e. the noise daytime limits). It is not anticipated there would be higher traffic volumes at night, or volumes beyond what was indicated in the traffic assessment.

5. *With regard to TRAN-R6 and TRAN-REQ9, please provide the dimensions of the parking spaces and manoeuvring aisles, as well as vehicle tracking for any non-complying parking spaces.*

Response: Please see the updated plans with detail of the detail of the parking area proposed (Appendix 1) and attached memo from Novo Group regarding this matter (Appendix 2).

6. *With regard to TRAN-R7 and TRAN-MAT10, the ITA states that maintenance may be undertaken using the existing vehicle crossing on Hamptons Road. Please detail the types of activities associated with maintenance, the type of vehicle expected and provide vehicle tracking to demonstrate on-site manoeuvring and turning.*

Response: Maintenance vehicles would typically be in van or light trucks, the site is of sufficient size to accommodate any required on-site manoeuvring or turning. Please see attached memo from Novo Group.

7. *Please provide a sight line assessment of the Waterholes Road vehicle crossing.*

Response: Please see attached memo from Novo Group (Appendix 2).

8. *Please provide further explanation as to how primary access via Waterholes Road will be communicated to visitors and how everyday use of access via Hamptons Road will be discouraged.*

Response: Please see memo from Novo Group – in addition to this all of the online resources and reference to the Temple will refer only to the Waterholes Road entrance. Advice can be provided to the congregation to ensure compliance.

9. *Regarding TRAN R8 please provide further evidence of trip rates associated with the proposed activities, including details of the other activity examples used.*

Response: Please see attached memo for comparison rates which have been used and provide a robust assessment.

10. *With regard to TRAN R8 and TRAN MAT4.8: please provide further details on how parking, circulation and queuing will be controlled and contained within the site during large events.*

Response: Please see attached memo, noting due to the size of the site and the low frequency of large gatherings which may occur, it is unlikely there would be any adverse effects on circulation, queuing or parking.

11. Please provide a safe systems assessment from a suitably qualified transportation engineer that addresses the following for the crossing on Waterholes Road.
12. Please provide commentary to address the safety issues related to the culvert (and associated headwalls) in proximity to the vehicle crossing.
13. Please provide further assessment to assess possible the vehicle crossing widening requirements of Diagram D (see below).

Response: Please see attached Transport memo (Appendix 2). Which confirms the above matters, including an assessment of how the current crossing meets an appropriate access design standard for the proposed activity.

14. Please clarify if the existing water supply bore is approved for domestic use and extends to the proposed building / temple, as the application states:

"CRC241508 to take and use water for irrigation for the site has also been approved", but also says "Water is available via the bore. A water permit to take and use water will be required from Environment Canterbury as the current water permit is for irrigation only."

Response: The existing water supply bore for the existing dwelling is a permitted activity pursuant to Rule 5.8 of the Canterbury Land and Water Regional Plan. Likewise, the proposed community facility could meet the requirements to be considered a permitted activity provided the groundwater take does not exceed a rate of 5 L/s and a total of 10 m³ a day.

15. Please provide confirmation that compliance with SNZ PAS 4509:2008 in regard to the on-site water supply's use for firefighting purposes.

Response: FENZ has provided comment (see Appendix 3) as to what would be required to provide for adequate fire-fighting water supply. The applicant accepts these requirements as a condition of consent.

16. Please advise on the current status of the proposal's stormwater and wastewater consent applications with Environment Canterbury.

Response: As the site is larger than 4ha, under the Land and Water Regional Plan, a new on-site wastewater treatment system would be permitted, subject to the discharge not exceeding 2 m³ per day. It is proposed any such system installed would meet this requirement and therefore consent would not be required. On-site stormwater disposal is likewise provided for as a permitted activity for residential, educational or rural activities. The Land and Water Regional Plan does not define these activities; however, it seems unlikely the proposed use would fit in within these. So, consent would be required for the disposal of stormwater for the proposed use, however the applicant would like to seek this in conjunction with Building Consent at the time this is sought, subject to land use consent being approved.

We understand the application was on processing day 16 when placed on hold. We seek confirmation upon receipt of this information the RFI has now been satisfied and processing can recommence.

Please feel free to contact the writer on 03 339 0401 or via email sally@blg.nz, if you have any questions.

Yours faithfully,

Baseline Group

Sally Elford

Associate

Appendix 1: Updated Site Plans

KEY - PROPOSED	
	Site boundary
	District plan boundary setbacks
	Proposed building
	Existing planting
	Landscape area
	Hard surfacing
DISTRICT PLAN	
Authority	Selwyn District Council
Zone	Inner Plains Zone
OPERATIVE DISTRICT PLAN BUILT FORM RULES	
Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m
OVERLAYS	
Overlays Airport Noise	50dBA Contour
ROADING	
Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway
EARTHWORKS	
Maximim	50,000m3
PROPOSED STRUCTURE COVERAGE	
Site area	61,457m ²
Existing structures	Approx 124 + 343 = 467m ²
Proposed hall	489m ²
Total coverage	956m ²
Structure coverage	<1%
CARPARKING	
No minimum car-parking spaces required by district plan Main & accessible car-parking to be provided as required by the community & in accordance with Novo Group Integrated Traffic Assessment dated 29 July 2024 Spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing	
Main spaces	2.5 x 5.0m
Accessible spaces	3.6 x 5.0m
Aisle width	7.0m (min 6.6m)
SITE SERVICES	
Wastewater, stormwater and water supply to be determined. Specialist advise & engineering design will be required	
FLOOD MANAGEMENT	
Refer to eCAN Floor Hazard Assessment dated 20 February 2024	
- No high hazard areas on property	
- New building is a permitted activity where the FFL is at least 300mm above the 200 year ARI floor level	
- LIDAR data in proposed location - Existing GL between +38.5 to +39.3m Selwyn District 200 year ARI map for water depth above GL No water depth identified in proposed building location	
- Proposed FFL +39.5m (250mm above EGL)	



KEY - PROPOSED

Site boundary

District plan boundary setbacks

Proposed building

Existing planting

Landscape area

Hard surfacing

CARPARKING

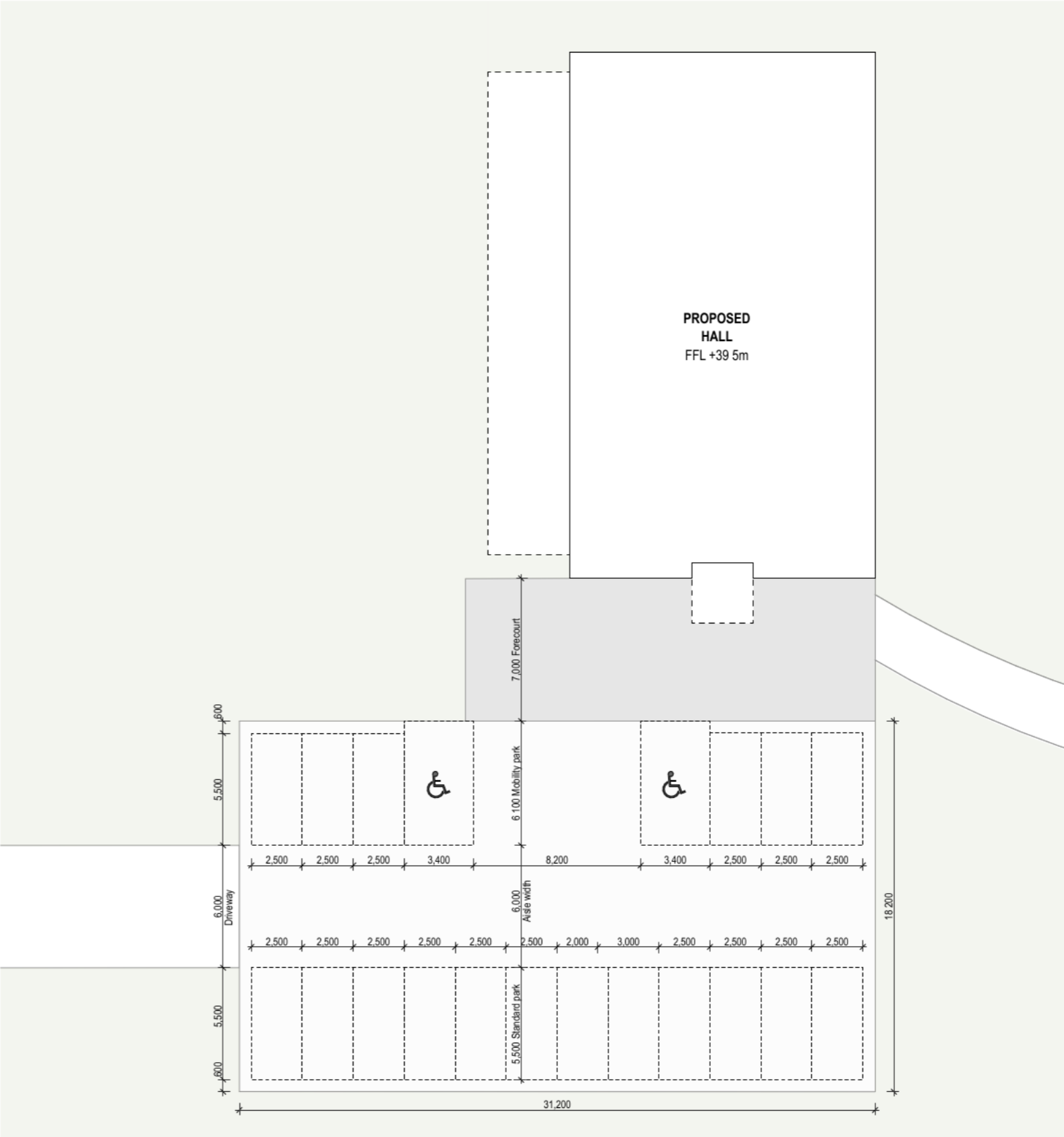
No minimum car-parking spaces required by district plan. Main & accessible car-parking to be provided as required by the community & in accordance with Novo Group Integrated Traffic Assessment dated 29 July 2024. Spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing

PARTIALLY OPERATIVE DISTRICT PLAN

TRANZ-TABLE 10

Minimum requirements for medium term, 90 deg/perpendicular car parking

Standard parking	2.5m x 5.4m
Mobility parking	3.6m x 6.1m
Aisle width	5.8



Appendix 2: Transport Memo from Novo Group

7 November 2024

Deg Tegh Fateh Sikh Society
C/- Baseline Group Limited
Attention: Sally Elford

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

By email: Sally@blg.nz

Dear Sally,

517 HAMPTONS ROAD (RC245337) TRANSPORT RESPONSE TO COUNCILS RFI'S

- 1 We understand that you have received a Request for Further Information (RFI) from Council in respect of the above landuse consent. You have requested that we address the transport related matters which are repeated below (with original numbering¹) followed by a response to each point

5. With regard to TRAN-R6 and TRAN-REQ9, please provide the dimensions of the parking spaces and manoeuvring aisles, as well as vehicle tracking for any non-complying parking spaces.

- 2 Refer to paragraph 14 of the ITA which sets out that the car parking dimensions readily comply with the District Plan requirements. All car parks will have complying manoeuvring because of the access width, aisle width (almost 7m wide) and that the closest spaces to the access, are accessible parks that have additional stall width.

6. With regard to TRAN-R7 and TRAN-MAT10, the ITA states that maintenance may be undertaken using the existing vehicle crossing on Hamptons Road. Please detail the types of activities associated with maintenance, the type of vehicle expected and provide vehicle tracking to demonstrate on-site manoeuvring and turning.

- 3 This will only be used by the on-site manager who will undertake the majority of the servicing / maintenance using their light vehicles. Any occasional other service vehicle will use the main entrance off Waterholes Road. Heavy vehicles are not anticipated to service the site beyond the construction period.

¹ Noting that this is not in order and several numbers are repeated as the questions were part of several separate requests.



7 Please provide a sight line assessment of the Waterholes Road vehicle crossing.

- 4 An assessment is provided in paragraph 43 of the ITA and the key points of note are:
- The vehicle crossing is existing and with the 80km/h speed limit, the PODP would require 203m visibility in each direction (if it was new vehicle crossing which it is not).
 - This vehicle crossing is located on the inside bend in the road and has unrestricted visibility to the south.
 - 145m clear / unrestricted visibility is available to the north, after which it is partially obscured by vegetation planted along the road boundary of the site. However full visibility returns beyond the planting (around 195m from the vehicle crossing) where the road rises towards the intersection with Hamptons Road. The 145m visibility is suitable for a car travelling at 100km/h on a sealed road with a driver reaction time of 2.0 seconds².
 - The vegetation which partially obscures the visibility to the north is recommended to be maintained as a hedge / shelter belt of a low height (<2m) to mitigate the potential affect on visibility. This could be included as a condition of consent.
 - The alignment of the road is such that visibility is not entirely obscured by the vegetation and with appropriate maintenance, should not impact on the ability of people to safely select a gap in traffic to exit the site

8. Please provide further explanation as to how primary access via Waterholes Road will be communicated to visitors and how everyday use of access via Hamptons Road will be discouraged.

- 5 The site has two street addresses The Temple will use the 860 Waterholes Road address that will take everyone to the appropriate access. The majority of people will also be regular attendees familiar with the site and access arrangements A sign is also proposed.

9. Regarding TRAN-R8 please provide further evidence of trip rates associated with the proposed activities, including details of the other activity examples used.

6. The applicant provided estimates based on the existing travel characteristics of their congregation and this tends to be a good basis for assessing the potential traffic generation for these activities As outlined, that aligns well with rates seen at similar activities. For example, we note the following rates which were based on surveys of existing congregations These churches reported similar travel tendencies because they have a lot of family groups attending.

² See Austroads Guide to Road Design, Part 3 (2023), Stopping Sight Distances for Cars on Sealed Roads (Table 5.5)



- Church located 72 Southbrook Road, Rangiora, Surveys undertaken by Novo Group of their existing congregation (Main Sunday service): 3.2 people per vehicle.
 - Church at 100 Aidanfield Drive, Surveys of existing Congregation. 4.7 people per vehicle
7. Because the services run for more than one hour, the above rates can be directly translated to hourly traffic volumes (i.e., one trip per vehicle per hour and doubled for total trips per service i.e., one arrival trip in the hour before the service and one departure trip in the hour after the service).
8. It is noted however that the rates set out in the ITA included a range from 2.5 to 4.0 people per vehicle. Lower occupancy rates result in higher traffic generation estimates which were used for the assessment of effects. This ensures it is robust and captures the higher end of the traffic generation estimated for the site

10. With regard to TRAN-R8 and TRAN-MAT4.8: please provide further details on how parking, circulation and queuing will be controlled and contained within the site during large events.

9. As outlined in the ITA, informal parking areas will be provided for overflow parking (only anticipated once a week). These will be rotated around the site to avoid wear of the grass surfaces so as not to generate mud / dust. These areas will be mowed / maintained and any gates opened in advance. Drivers will be advised of the location by a moveable “park here” sign on the access, to direct people to the overflow area being used on any given occasion
10. The site is large and the access is some 200m long and will be 6.0m wide providing for two way flow. The location of the building and gardens (to the rear of the car park) is such that it will encourage everyone to move well into the site to look for an overflow car park. Given the length of the access and site layout, congestion is not likely to occur near the road boundary / site entrance and adequate queuing space will be very readily available
11. If any issue did arise, the applicant could provide no stopping lines, or signs, or landscaping features, adjacent to the access, for the first 50m into the site. This would ensure no congestion occurs at the site access. Given the layout of the site and width of the access, it is very unlikely that any congestion would occur near the road boundary and no adverse queuing effects are anticipated. As such these additional controls whilst available to the applicant, are not considered necessary to manage queuing.

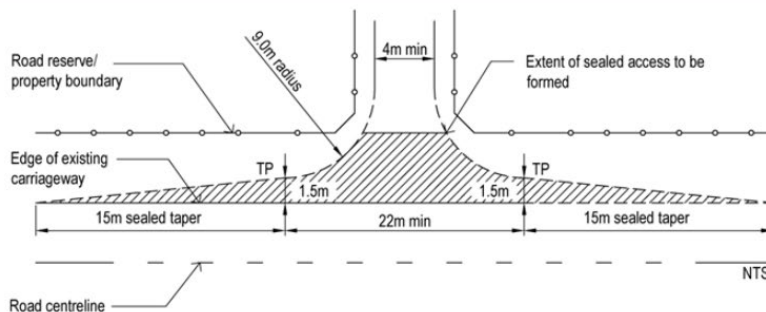
11. Please provide a safe systems assessment from a suitably qualified transportation engineer that addresses the following for the crossing on Waterholes Road

12. Please provide commentary to address the safety issues related to the culvert (and associated headwalls) in proximity to the vehicle crossing.

13. Please provide further assessment to assess possible the vehicle crossing widening requirements of Diagram D (see below).

12. As outlined in the ITA, the vehicle crossing to Waterholes Road is existing. This was formed and constructed as part of the Christchurch Southern Motorway. This was undertaken at the same time as the realignment of Waterholes Road on the approach to the intersection with Hamptons Road. The access was specifically provided for access to 860 Waterholes Road. It is already formed and sealed and at least 6.0m wide with additional width where it crosses the culvert. These changes have been subject to detailed road safety audits undertaken at the time of the recent realignment and construction and are formed to a high standard.
13. The location is already in the most appropriate point for access, as was determined at the time of the road re-alignment. There would be no benefit in re-considering this matter given it has already been highly scrutinized by the road controlling authority at the time.
14. It is noted that the swale near the vehicle crossing is reasonably shallow and would have been designed to be appropriate noting the 80km/h speed limit when it was constructed as part of the realignment works. Given any vehicle turning into the site would have slowed down to undertake the turn (<10km/h), in the very unlikely event that they were to miss judge the turn and miss the vehicle crossing / slip off the culvert into the swale, this would be at low speeds and likely to result in property damage / non-injury type crashes only.
15. Diagram D referred to in the RFI has been superseded in the Partially Operative District Plan rules by the Diagram shown below.

TRAN-DIAGRAM6 Vehicle Crossing Design Standards - Arterial and Collector Roads



16. As outlined in paragraphs 46 and 47 of the ITA, at the existing vehicle crossing, there are approximately 3 4m wide traffic lanes and approximately 2m wide sealed shoulders.
17. The vehicle crossing has appropriate corner radii and the access is 6.0m wide at the boundary, ensuring that vehicles entering the site are not impeded by those waiting to exit. The vehicle crossing is already sealed to the road boundary and the seal is proposed to be extended a minimum of 10m into the site.
18. The existing layout readily meets the above access design. It also meets the intent of the Diagram D referenced, as the existing seal width on Waterholes Road already includes sealed shoulders. As such additional tapers (either side of the road) are not necessary.



- 19 We trust the above assessment will adequately address the traffic related effects in respect of the Councils RFI questions. Should you require any further information please do not hesitate to contact me directly.

Yours sincerely,

Novo Group Limited

Lisa Williams

Senior Transport Engineer and Planner

D: 03 365 5596 | **M:** 027 2929 825 | **O:** 03 365 5570

E: lisa@novogroup.co.nz | **W:** www.novogroup.co.nz

Appendix 3: FENZ Comments

Sally Elford

From: Ditmer, Jonathan <Jonathan.Ditmer@fireandemergency.nz>
Sent: Tuesday, 22 October 2024 8:50 am
To: Sally Elford
Subject: RE: [Ref-8594] 517 Hamptons Road, Rolleston - Proposed Community Facility

Morning Sally

As I am sure you are aware, we have no access to reticulated water supply in this area

SNZ PAS 4509:2008 classifies this building as a FHC2 site with a FW4 water supply requirement. FW4 requires a total of 100L/s to be made available, either through reticulated supply or from storage tanks. Now the required storage for FW4 is 540,000L of water.

Thankfully, I believe this is ridiculous and in no way shape or form will FENZ ask for half a million litres of water.

What we will require is 90,000L of water (usually done by 3 x 30,000L tanks) and at least two fire service approved couplings. This water needs to be within 5m of a hardstanding location, ideally the driveway close to the carpark.

The other, and preferred option is to sprinkler protect the building. This will drop the water supply requirement to 45,000L and save the building if a fire was to occur.

Hopefully this helps

Cheers,
Jono

Jonathan Ditmer
Advisor Risk Reduction
Specialist Fire Investigator
FENZ Inspector
Canterbury District
248 Lichfield Street, Christchurch 8011
PO Box 13-218, Christchurch 8141



Mobile: 027 282 1738
Email: jonathan.ditmer@fireandemergency.nz
Web: www.fireandemergency.nz

From: Sally Elford <sally@blg.nz>
Sent: Thursday, October 17, 2024 3:01 PM
To: Canterbury District RR Team <Canterbury-RRTeam@fireandemergency.nz>
Cc: Ditmer, Jonathan <Jonathan.Ditmer@fireandemergency.nz>
Subject: [Ref-8594] 517 Hamptons Road, Rolleston - Proposed Community Facility

Good afternoon,

We have sought land use consent for the above site for a new community facility.

As part of this we would like some guidance as to the fire-fighting water supply requirements. It is a rural site so assuming we will need tanks?

I have attached the proposed plans for review. Please feel free to give me a call if there are any questions.

Regards

Sally Elford

Associate

BASELINEGROUP
Planning | Surveying | Engineering

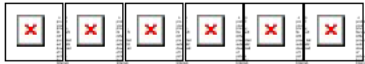
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